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WEDNESDAY, NOVEMBER 30, 1910

三拜禮

號三十月一十英曆

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HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS
Sterling \$1,000,000
Silver \$1,000,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

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HONGKONG SAVINGS BANK.

THE Business of the Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 4 per cent per annum.

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INTERNATIONAL BANKING CORPORATION.

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RESERVE FUND Gold \$3,250,000

Gold \$5,500,000

(about \$1,500,000)

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LONDON OFFICE: Threadneedle House, E.C.

LONDON BANKERS: BANK OF ENGLAND.

NATIONAL PROV. C.L. BANK OF ENGLAND, LTD.

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BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 1/2 per cent per annum on the daily balance and accepts Fixed Deposits at the following rates:

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For 6 months 3 1/2 per cent per annum.

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A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.

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Assets \$4,154,250.00

Income for Year \$366,559.00

Insurance Fund \$216,813.00

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A FIRST-CLASS AND UP-TO-DATE HOTEL.

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THIS Hotel has recently been thoroughly renovated and extensively enlarged and is now luxuriously furnished and up-to-date in every respect.

Situated in the most central position. Large and airy rooms. Hot, Cold, and Shower Baths. Gas and Electric Lights and Fans. Large and comfortable lounge.

Private and Public Bars and Billiard Rooms. CUISINE ENTIRELY UNDER EUROPEAN SUPERVISION. Sanitary Arrangements of the latest. HOTEL LAUNCH MEETS ALL STEAMERS. Monthly Rates for Single and Double. Special Rates for married families on application to

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PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR SHANGHAI TO TAIL OF REMARKS

LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES.

SHANGHAI, MOJI, KOBE (FILE) Dyllight, Freight and Passage.

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THE COLLISION CASE.

SHIPPERS EXONERATED FROM CLAME.

The adjourned inquiry into the circumstances attending the collision between the British steamships *Hol-ming* and *Kwong-tung* both of Hongkong, was held at the Harbour Office this morning. Commander Basil Taylor, R.N., Harbour Master, presided, while the assessors were Lieutenant Comdr. E. Stainer, R.N., H.M.S. *Tamar*, W.H. Paddle, Master of s.s. *Glengyle*, R. A. Biras, Master of British s.s. *Solan*, and James Cameron, Master of s.s. *On-lee*.

Mr. Reader Harris appeared for the owners and Master of the s.s. *Hol-ming* and Mr. R. F. O. Master for the owners and Master of the s.s. *Kwong-tung*.

Captain T. Austin, Master of the s.s. *Hol-ming*, stated that at 5 p.m. on the evening of November 8th, he was bound for Hongkong. The *Hol-ming* and *Kwong-tung* left before him and the *Charles Hardouin* last. They all left on the same day. They kept that order until passing Whampoa bar. The distance between each ship was about half a cable passing a little less than the North side. After passing the jetties the witness forced ahead and passed the *Kwong-tung*. The *Kwong-tung* was on his starboard side. He got clear ahead of the *Kwong-tung* by about 200 feet. At that time the *Hol-ming* was still ahead with the *Charles Hardouin* coming up rapidly. His engines were at full speed. At this time the *Kwong-tung* was overtaking him again at starboard port side. A little east of the Plover Rock all four ships were abreast with the *Charles Hardouin* on the starboard of the *Kwong-tung*, the *Hol-ming* and the *Hol-ming*, respectively. The ships were very close to each other. Then the *Hol-ming* slowed down and went under the *Hol-ming*'s stern and then to starboard quarters. The *Kwong-tung* was closing up to him all the time. On seeing a collision was imminent he rang "full speed" to both engines. After this the *Kwong-tung* ran into the *Hol-ming* and was blocked by the anchor, both ships stopping for a while. Witness then sent down the Chief Officer to see if the ship was making water and the latter returned and said "Yes." They then slowed down and dropped anchor at Whampoa for temporary repairs before proceeding to Hongkong. Four plates were broken and his stern was twisted and cracked. He was not touching bottom at the time of the collision. The *Charles Hardouin* was making for the South bank at the time of the collision and went ahead.

Capt. Paddle—What speed were you going?—About 8 to 9 knots.

Mr. Reader Harris—Immediately after the collision, did the *Kwong-tung* go ahead?—Yes.

Did he say anything to you at the time?—Yes.

What did he say?—He said "Are you satisfied with your bumping now?" I asked "Are you?" That was all that was said and he went on.

Mr. Master—When you left your berth what speed did you go?—Slow.

Did you go full speed when you passed the barrier?—I may have. I can't say.

How far was the *Hol-ming* behind the *Kwong-tung* when you passed the barrier?—About two ship's lengths.

At what rate does your boat usually steam?—Various rates. At times it can do 11 knots.

You don't go full speed through the barrier?—No.

After you have cleared?—Yes.

Do you know what speed the *Kwong-tung* was going?—I don't know anything about the *Kwong-tung*.

The President—You can have an idea of the rate your ship was going?—About a knot faster than the *Kwong-tung*.

Mr. Master—About how close did you pass the *Kwong-tung*?—A good distance.

What distance?—Between four or five hundred feet.

How far were you away from the bank?—I don't know. I won't say.

About a hundred feet?—I won't say.

How far was the *Hol-ming* ahead of you?—About three or four ship's lengths.

Where was the *Charles Hardouin*?—I can't say. I did not look for her.

She was not abreast of you then?—No.

She is much faster ship?—Yes.

Where there anything wrong with your engines that afternoon before leaving Canton?—Yes, but whatever there was has been rectified.

Can you tell us the time the collision took place?—At 5.45 p.m. Immediately after I turned round to see how the ship was struck.

How far was the *Charles Hardouin* behind?—I won't answer that as she was astern of me and it is absurd for a ship's Captain to look behind him passing the barrier. I must ask the Court's excuse me.

What time did you pass the barrier?—About 5.30.

Mr. Reader Harris—What is the length of your ship?—285 feet.

What time does the *Charles Hardouin* leave Canton daily?—Uncertain times.

William McEwen, Chief Officer of the *Hol-ming*, stated that the ship left Canton on the 8th November at 5.05 p.m. The Captain and two pilots were on the bridge. The order of the four ships was: *Eol Sin* first, then the *Kwong-tung*, *Hol-ming* and *Charles Hardouin* last. They steamed in this order up to the barrier. After passing the barrier their ship pulled up to the *Kwong-tung* after this they were abreast the *Kwong-tung*. He remained on the bridge till the collision. After passing the jetties the *Hol-ming* was half a ship's length ahead.

Mr. Master—About how far was the *Hol-ming* away from the *Kwong-tung* when you passed the barrier?—About 30 to 40 yards.

What distance was the *Hol-ming* when she was passing the *Kwong-tung*?—About thirty to forty yards.

And between you and the bank?—About eighty yards.

Was there a pilot at the bridge all the time?—Yes.

Who was directing the ship all the time?—The pilot was steering.

What is the breadth of your vessel?—About 30 feet.

Did you touch the bank?—Yes, when the *Kwong-tung* was coming towards us.

Mr. Reader Harris—Now long have you been on the Canton River?—About two months.

And this is your first experience?—Yes.

Were there any ships coming down at the time?—No.

Capt. H.W. Walker, Master of the *Kwong-tung*, stated that he left Canton soon after five. Four ships left in the following order: *Hol-ming*, *Kwong-tung*, *Hol-ming* and *Charles Hardouin*. After leaving the buoy he went at half-speed till he reached the barrier. There he overtook the *Hol-ming* and he then slowed down to half speed so as to avoid it. After passing the barrier he went full speed. He cleared towards the North bank at the time. The *Hol-ming* was about 80 to 100 feet ahead of them. When he was on the North Bank he saw the *Hol-ming*, for a time. Her bow was nearly up to the stern of the *Kwong-tung*. He was steering at the rate of 10 knots. He noticed the *Charles Hardouin* coming up on the starboard side when he passed the small creek. On arriving at the small creek the *Hol-ming* was coming towards them at an acute angle, and about half a minute later she struck the *Kwong-tung* amid-ship. Witness never altered his course till up to the last minute when she was four or five feet away. He shouted "Starboard" and before the man at the wheel had time to do so she struck the *Kwong-tung*. After the collision he went amid-ship and felt annoyed and told the Captain of the *Hol-ming* that he had enough of his bumping. Witness had been in command on the river for 13 years.

The President—Did you go straight on after the collision?—Yes.

Did you stop?—Yes.

When?—When the boat struck.

As soon as you got clear you went ahead again?—Yes.

What damage was done to you?—Side plating.

No damage was done under water?—No.

Did the *Hol-ming* pass you at any time?—She did not pass me at any time.

Mr. Reader Harris—You said you have been on the river for 13 years?—Yes.

And how many collisions have you had during this period?—Three.

You are slightly short-sighted?—Yes, I use glasses for reading purposes only.

Do you always go straight over to the north bank when you get out of the deep channel?—Yes.

What did the Master of the *Hol-ming* tell you he thought of the collision?—He thought it was a pure accident.

And could you account for the accident?—No.

The Court adjourned for fifteen minutes.

After the fifteen recess, George Ingram, Chief Officer of the *Kwong-tung*, was called and said that the voyage in question was his first trip on the river. He had been on this run for five weeks from today. He was on the bridge of the *Kwong-tung* at the time when the ship was passing the barrier. The *Hol-ming* struck the *Kwong-tung* with a hard blow. The *Hol-ming* was never ahead of the *Kwong-tung*.

Mr. Reader Harris—Where were you at the time of the collision?—On the bridge.

Since when?—From the time we left Canton.

The Captain of the *Charles Hardouin* was called and said he left Canton at 5.10 p.m. on the 8th inst. Other river steamers left before his ship. He could see the ships in the following order: *Hol-ming*, *Kwong-tung*, *Hol-ming*, and the *Charles Hardouin*. They were in this order from the time they left Canton. He was overhauling the others when he passed the barrier. He saw the *Hol-ming* alter her course to the starboard and run into the *Kwong-tung*. At the time he thought that something was wrong with the steering gear. There were others on the bridge that night with you?—Yes, the two pilots.

You are a great friend of Capt. Austin?—No, I have only met him twice.

Where?—In Court.

THE FINDING.

The Court found that the cause of the collision was a rivalry between two competing vessels, and consequent carelessness in navigation on the part of both. The Court considered that ships should not follow each other so closely in these narrow waters, and that steps should be taken to prevent the racing, which is a liable to result from the present system. The evidence showed that the *Hol-ming* was immediately to blame for the collision, being the overtaking vessel. The Court did not consider that the case was sufficiently serious to call for the cancellation or suspension of the certificate of competency of the Master of either vessel, but would point out that the practices alluded to might, if persisted in, lead to the most serious consequences.

According to advices the plague still continues its ravages to Manchuria—so far the number of deaths, amongst the Chinese and among the Russian population. The authorities are taking every preventative precaution and have now decided to suspend, until further notice, the transportation of animals, their skins, etc., such as fur garments and furs which are stated to be a quicker medium for the transmission of plague germs than the ordinary rat.

The more man is fast being ousted from the ordinary positions in United States schools. In 1880 there were 41 male teachers to 59 female, in 1891 there were 34 to 66 in 1908 only 21 to 79, and it is now estimated that there are 81 women employed to 19 men. Economic causes are at the root of the change, for men can find more lucrative work in other professions, but still, says the *University Correspondent*, the best paid school posts in America are filled mainly by men.

THE GRANT CASE.

MORE EVIDENCE THIS AFTERNOON.

John Grant was again brought up before Mr. E. R. Halliday at the Magistracy this afternoon on charges of alleged unlawful possession of cheques, forged and uttering certain orders and feloniously obtaining certain I.O.U.'s on the 13th November last, with intent to defraud one Kenric Roberts, of the Kowloon Canton Railway. Mr. H. L. Dennis, Sr., from the Crown Solicitor's office, prosecuted. Grant, as before, was undefended.

The evidence given on the previous day by Kenric Roberts having been read over and signed by the complainant.

Mr. Dennis said he proposed to prefer another charge against the prisoner of obtaining refreshments from the Vienna Restaurant by fraud.

Emily Pae, of 11, Hollywood Road, deposed that she was the prisoner. On 28th Oct. he came to her house and signed I.O.U.'s for \$375. When asked to pay the bills he said he would give her a cheque. She had a cheque-book of her own on the H. K. & S. Bank and she gave it to him. The defendant filled in the amount and signed it in the name of Gordon Smith Grant. When she sent it to the Bank it was returned with the words "No account" written on it in red ink. He afterwards gave her another similar cheque which was also dishonoured.

Cross-examined by prisoner, witness said she was absolutely certain that he was the man who signed the cheques.

Had you ever seen me before?—No.

Then you did not know me?—No.

What was this amount of \$375 made up of?—Board and lodging, and refreshments. And I stayed only two days?—Yes.

Does not that seem a big sum for two days' board and lodging?—

There was no reply.

How was the sum made up?—

This question was disallowed as irrelevant. Prisoner—I dispute the cheques and I dispute the amount as well.

Cross-examined; witness said that prisoner told her that he had been away for a holiday and had just come back to Hongkong. She thought he mentioned that he belonged to the Public Works Department.

Eug. Lee, houseboy at No. 12, Hollywood Road, spoke to having taken the cheque down to the Bank and getting it passed back to him, as there was "no money." Two or three days afterwards he took down another cheque, which was also sent back.

Cross-examined—He had never seen the prisoner before. He did not see the cheques filled in.

W. P. Stewart, accountant in the Hongkong and Shanghai Bank, gave evidence regarding the presentation of the two cheques, signed, respectively, Gordon Smith Grant and G. Smith Grant. There was no account and he reported the matter to the Chief Accountant, Mr. Evans, who wrote across it in red ink "No account." So far as he knew, there never had been an account in the Bank in either of those names—Gordon Smith Grant or G. Smith Grant. The second cheque was presented two or three days after the first.

Young Fook, waiter in the Vienna Cafe, said he saw the prisoner there on the 30th of October. He was with a friend. He had some refreshments, for which he signed cheques.

These cheques Mr. Dennis produced and read out the details. They were all signed either Gordon Smith Grant or G. Smith Grant.

Cross-examined by Grant, witness said he was positive that prisoner had signed the cheques produced. Witness served the prisoner himself.

Tracy Tze, barman in the Imperial Hotel, was next called. He said he knew the prisoner by his coming into the bar and signing cheques, even in all, about two weeks ago to begin with.

Mr. Dennis produced the cheques all of which were signed in the name of E. Roberts, Lolo, Canton-Kowloon Railway.

Edna Stewart, 51, Hollywood Road, said she recognized the prisoner, whom she first saw on the 13th November at her house. He stayed there for two days and signed cheques for \$150, all of which were signed E. Roberts. He paid her that he was employed at Lolo on the Chinese Section of the Railway. She told him he could sign a cheque. He took out a blank cheque on the Chartered Bank and filled it in for the amount due. She handed the cheques to him and he tore them up. She had her suspicions, however, and told him she did not think he was Mr. E. Roberts. He said he was.

Mr. Dennis—What did you say to him?

Witness—I said "Are you not John Grant?" I had read about him in the newspapers.

And in reply?—He said "The idea of my being that bounder John Grant who had been in gaol!" The cheque was returned from the Bank dishonoured.

Cross-examined, witness said she had seen the defendant before but he had a moustache then. When she saw him on the 13th she did not recognize him at first.

Do you remember me saying I had lost a cheque?—No, I do not remember you saying anything about losing a cheque.

Do you know that I gave the boy \$50 on Saturday night?—No.

What was the \$150 for?—Board and refreshments.

The case was again adjourned.

GARDEN PARTY AT HEAD-QUARTERS HOUSE.

General and Mrs. Anderson entertained a large number of guests in the grounds of Headquarters House yesterday afternoon. Tennis and other games were played, and those who were not energetically inclined enjoyed the delightful music of the band. The "season" may now be said to have begun. The perfect weather and the almost "semimerry" frocks of the ladies made one forget that only a few days ago we were threatened with winter.

To-day's Advertisements.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"ASSAYE."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London &c. as s.s. *Mores*.

From Australia, as s.s. *Kolaba*.

From Persian Gulf, as B. S. N. and B. & P. S. N. Co's Steamer.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 1st Dec., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent

Hongkong, 25th November, 1910.

COMMERCIAL.

30th November, 1 p.m.

The following quotations for rubber shares by wire, as supplied by Messrs. E. S. Kadoorie & Co.—

Allagar.....5/

Anglo-Javas.....7 1/2

Anglo-Malays.....34/

Balgowles.....5 7/5

Beranti.....7/6 prem.

Carey Uniteds.....131.6

Castelfields.....58 1/2

Chengat Serdangs.....\$8 prem.

Cheras (part paid).....\$ 8

Do. (fully paid).....15/6

Damanaras.....13/3 prem.

Eastern Internationals.....\$2.00

Glencals.....107/6

Highlands and Lowlands.....5/3

Indraghis.....5/ prem.

Kannings.....165/

Kuala Lumpur.....75

Leoburys.....73/9

Linggie.....31/3

London Asiatics.....5/6

London Ventures.....6/

Mellmans.....\$31

Pajamas.....17/ prem.

Pegohs.....\$36

Rubber Trusts.....14/

Sandycrofts.....73/9

Sapongs.....31/3

Seafields.....14/

Shelfords.....50/

Singapore & Johore.....115/

Sungel Chohs.....8/3

Sungel Kapar.....30/

Tangkahs.....par

Toerangle.....115/

United Serdangs.....8/3

United Singapore.....30/

United Sumatras.....34/6

United Langkats.....6/3 1/2 per lb.

Pam Rubber.....

NEWS FROM THE NORTH.

PROPOSED EXTENSIVE REFORMS.

(Specially Translated for the "Hongkong Telegraph")

The Prince Regent has issued a decree for shortening the period for establishing a Parliament to the 5th year of Hsun Tapp, and commencing that the Constitutional Laws should be compiled and regulated in a "drawn up" for selection of the Upper and Lower Houses of Parliament; everything concerning Constitutional reform should be prepared and submitted to the Grand Council and the Regent's approval should be obtained before members of Parliament can be elected.

In consequence of the necessity of preparing all these preliminaries in connection with the matter, the various yamen are commended to carry out their respective duties faithfully. The Ministry of Interior should carry out the taking of a census and establish police forces; the Ministry of Finance should carry out the duties of supervising the adjustment of finances and the revision of *li-hin* and customs tariffs; the Ministry of Justice should establish Courts of Justice in the various places coming under their jurisdiction and the Ministry of Education should carry out the educational reforms. These are matters of the utmost importance and they should not be delayed under any circumstances whatever. Each head of the respective ministries shall be held responsible for the duties entrusted to them and they should prepare everything in a satisfactory manner before a Parliament is summoned. They should submit a full report concerning the proposed reforms and ask for instructions so that they may act accordingly. They must work with co-operation and in an amicable manner so that when the period in question expires, nothing may be neglected or delayed.

Events Coming.

Wednesday 3th November, St. Andrew's Hall, Bijon Scenic Theatre 9 p.m.

Saturday, 1st December, Boxing at City Hall, 9 p.m. Bats at St. Paul's College.

To-day's Advertisements.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"BRECNSHIRE,"

Captain Tomlinson, will be despatched as above about 14th December.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 30th November, 1910.

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius).

THE Steamship

"JAPAN,"

Captain A. Stewart, will be despatched for the above Ports on TUESDAY, the 6th December, at 1 P.M.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 30th November, 1910.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"OXYLON,"

FROM

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.	"ALLAN LINE" FRIDAY, JAN. 13TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 14TH.	"ALLAN LINE" FRIDAY, FEB. 10TH.
"MONTEAGLE" WEDNESDAY, JAN. 25TH.	"ALLAN LINE" FRIDAY, MAR. 10TH.
"EMPRESS OF INDIA" SATURDAY, FEB. 11TH.	"ALLAN LINE" FRIDAY, APRIL 7TH.
"EMPRESS OF JAPAN" SATURDAY, MAR. 11TH.	"ALLAN LINE" FRIDAY, MAY 5TH.
"EMPRESS OF CHINA" SATURDAY, APRIL 8TH.	

"Empress" Steamers will depart from Hongkong at 7 a.m.

"Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus, and the principal points in Canada, the United States and Europe, also around the world.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Bath in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) £71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Civilian Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (formed, intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and (at Class on Canadian and American Railways).

Via Canadian Atlantic Port £42.

Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. GRADDOCK, General Traffic Agent,

Corner Pender Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

Projected Sailings from Hongkong.—Subject to Alteration.

For	Steamship	On
SINGAPORE, PENANG & CALOUTTA, KUISANG	THURSDAY, 1st Dec, 3 p.m.	
SHANGHAI via SWATOW	CHONGSANG	FRIDAY, 2nd Dec, Daylight.
MANILA	YUENSANG	SATURDAY, 3rd Dec, Noon.
MANILA	LOONGSANG	SATURDAY, 9th Dec, Noon.
SHANGHAI, KOBE & MOJI	KUISANG	WEDNESDAY, 14th Dec, Noon.

RETURN TOURS TO JAPAN (Occurring 24 Days).

The steamers *Kuisang*, *Namsang* and *Poosang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yungtze River, Chafon, Tientsin & Newchwang. For Freight or Passage, apply to JARDINE MATHESON & CO., LD. General Managers.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
ILOILO & CEBU via AMOY	"SUNGKIANG"	1st Dec, 4 P.M.
SAMARANG & SOERABAYA	"SIANTUNG"	1st " 4 P.M.
SHANGHAI	"CHIEHUA"	1st " 4 P.M.
SHANGHAI	"ANHUI"	3rd " Midnight.
MANILA	"KAIFONG"	6th " 4 P.M.
MANILA, ZAMBOANGA & ADTRA	"CHANGSHA"	17th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. RED JORD FARES. Cargo booked through for all Australia, New Zealand and Tasmania Port.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Changsha*, *Liou*, *Chien*, *Chien*, *Chien*) with excellent passenger accommodation, Electric Light throughout and Electric Fans in Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and V. Rivers China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock on Saturday morning.

These steamers land passengers to Shanghai, avoiding the inconvenience of transshipment at Wusung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Telephone No. 16, Hongkong, 30th November, 1910.

HONGKONG PHILIPPINES STEAMSHIP COMPANY.

Steamer	Tons	Captain	For	Sailing Dates
YORI	4000	S. Crosby	MANILA, ILOILO & CEBU	WEDNESDAY, 30th Nov. 10 A.M.
AFIRO	4000	E. Rice	MANILA, ILOILO & CEBU	WEDNESDAY, 7th Dec. 4 P.M.

For Freight or Passage, apply to

SEEWAN TOMES & CO.

DETERMINED MANAGERS.

30th November, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to OHIOGAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA and TACOMA, SHANGHAI, MOJI, KOBE and YOKOHAMA	"PANAMA MARU"	6,659	TUESDAY, 13th Dec, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI via SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 10th Dec, at 10 A.M.
ANPING via SWATOW and AMOY	"SOSHU MARU"	WEDNESDAY, 7th Dec, at 8 A.M.
SHANGHAI via SWATOW, AMOY and FOOSHOW	"BUJUN MARU"	THURSDAY, 8th Dec, at 8 A.M.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nishin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class	2nd Class	3rd Class
\$73.00	\$55.00	\$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 30th November, 1910.

S. HIROI, Manager.

RUPTOR YUSEN KAISHA



(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	AKI MARU, Capt. K. Homma, Tons 7000 MISUMI MARU, Capt. A. E. Mores, Tons 9000 KAWACHI MARU, Capt. H. Peterson, Tons 7000	WEDNESDAY, 7th Dec, at Daylight. WEDNESDAY, 1st Dec, at Daylight. TUESDAY, 27th Dec, P.M.
VICTORIA, B.C., & SEATTLE	SADO MARU, Capt. S. Hironaka, Tons 7000	SATURDAY, 31st Dec, From KOBE.
VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKOHAMA	AWA MARU, Capt. S. Ishikawa, Tons 7000 INABA MARU, Capt. K. Kawara, Tons 7000	TUESDAY, 6th Dec, at Noon. TUESDAY, 3rd Jan, at Noon.
SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	YAWATAMARU, Capt. T. Sekino, Tons 5000 NIKKO MARU, Capt. M. Yagi, Tons 6000	THURSDAY, 22nd Dec, at Noon. FRIDAY, 20th Jan, Noon.
BOMBAY via SINGAPORE & COLOMBO	TOSA MARU, Capt. Y. Nomura, Tons 6000	TUESDAY, 12th December.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6000	WEDNESDAY, 21st Dec, at Noon.
KOBE and YOKOHAMA	ATSUTA MARU, Capt. Wm. Thompson, Tons 9000	THURSDAY, 8th Dec, at 5 P.M.
SHANGHAI, MOJI & YOKOHAMA	CEYLON MARU, Capt. Fred. Pyre, Tons 6000	MONDAY, 12th December.

Fitted with new system of wireless telegraphy. Cargo only. * Carries deck passengers. † Omitting Penang.

PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers	Tons	Leave Hongkong	RATES OF PASSAGE.
Miyazaki Maru	9,000	15th Feb.	To London, per New Steamer
KITANO	9,000	1st March	1st class Single...£50
IYO	7,000	15th "	" " " " " " " " " " " "
HIRANO	9,000	29th "	" " " " " " " " " " " "
TAMBO	9,000	12th April	" " " " " " " " " " " "
KAMO	9,000	26th "	" " " " " " " " " " " "
AKI	7,000	10th May	" " " " " " " " " " " "
YOSHIMA	9,000	24th "	" " " " " " " " " " " "
Steamers	Tons	Leave Hongkong	RATES OF PASSAGE.
AWA MARU	7,000	28th Feb.	To Pacific Coast Common Points
IMABA	7,000	28th March	1st class Single...£30
TAMBA	7,000	25th April	" " " " " " " " " " " "
AWA	7,000	23rd May	To London via New York 1st " £60

With option of rail between calling ports in Japan. Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

Via Hongkong, direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days. For further information as to Freight, Passage, Sailings, &c., apply to

T. KUSUMOTO,

Manager.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship "ASSAYE," Captain Owen Jones, R.N., carrying His Majesty's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, the 10th November, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. due in London on the 19th.

Parcels will be received at this Office until 11 p.m. the day before sailing. The Contents and Value of all Packages are required. For further Particulars, apply to

R. A. HEWETT,

Superintendent.

Hongkong, 28th November, 1910.

FOR SHANGHAI, MOJI, KOBE AND YOKOHAMA.

THE P. & O. S. N. Co.'s Steamer "NILE," Captain E. P. Martin, R.N., will leave for the above ports TO-MORROW, the 1st Dec, at Daylight.

For Freight or Passage, apply to E. A. HEWETT, Superintendent.

Hongkong, 30th November, 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "ST. ALBANS," Captain Hood, will be despatched at above on SATURDAY, the 10th December, at Noon.

This new Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 21st November, 1910.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUZ CANAL (With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "SIKH" Sailing on or about 15th December.

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 26th November, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, VANCOUVER AND SEATTLE via SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	On or about
Hallamshire	4,400	G. E. Elliot	15th Dec.
Swallow	6,253	F. S. Cowley	17th Jan.
Kumata	6,253	G. B. McGill	9th Feb.

Calling at Amoy and Keelung if sufficient independent offers.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & Co., LIMITED, General Agents.

Queen's Buildings, Hongkong, 9th November, 1910.

Consigners.

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Steamship

"DENBIGHSHIRE,"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 1st prox., at 6 p.m. will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns where they will be examined on 1st prox., at 10 A.M. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 25th November, 1910.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENARTY,"

FROM ANTWERP, LEITH, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 9th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd prox., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 25th November, 1910.

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship "JAPAN," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 25th November, 1910.

To Let.

TO LET.

A HOUSE in KNUTSFORD TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 5th November, 1910.

TO LET.

21, CONDUIT RD., OLIVIER GARDENS.

1 & 2, BOWEN ROAD, lately occupied as Artillery Officer's Quarters. Suitable for Boarding House.

GODOWNS, 151 to 155, PRAYA EAST. OFFICES, No. 2, CONNAUGHT ROAD, 2nd Floor.

A HOUSE in WONG-MEI-CHONG ROAD. OFFICES in FORB BUILDING.

No. 10, DES VOGES ROAD CENTRAL, 1st Floor.

SEMI-EUROPEAN FLATS, Praya East corner of Observation Place. The Terms stipulated at the door.

Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 2nd November, 1910.

TO LET.

GODOWN No. 54, DUNDAS STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st July, 1910.

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARQUER STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 26th Jan., 1910.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$1,500,000 \$350,000	\$5,019,310	£2 for first half year ending 30.6.10 @ ex 1/8 = \$22.45	5 %	\$80 sellers \$86 1/2
National Bank of China, Limited.....	99,025	27	26	\$4,000 \$4,000	\$30,554	\$2 (London 1/6) for 1909	...	\$80 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000 \$68,696 \$10,181 \$600,100 \$12,110 \$137,644 \$137,608	none	\$15 for 1909	8 1/2 %	\$180 buyers
North China Insurance Company, Limited	10,000	215	25	\$1,000,000 \$368,644 \$137,608	Tls. 105,719	Final div. of 7 1/2 % for '09 making 15 % in all	5 %	Tls. 110
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,000,000 \$10,120 \$103,140 \$15,985	\$27,084	Final of \$20 per share, making in all \$50 per share for 1908 and an interim divid- end of \$30 per share for 1909	%	\$245 sales
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,000,000 \$104,405 \$100,164	\$7,761	\$12 for year ending 31.12.08 and interim of \$5 on account of 1909	1 1/2 %	\$195
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$50	\$1,000,000 \$550 \$101,112	\$4,840	\$6 and bonus \$2 for 1908	7 %	\$116
Hongkong Fire Insurance Company, Limited.....	8,000	\$250	\$50	\$1,000,000 \$84,000 \$84,153	\$26,218	\$27 for 1908	8 %	\$253 buyers
SHIPPING.								
China and Manila Steamship Company, Limited...	10,000	\$25	\$25	\$1,000,000 \$17,743	Dr. \$3,777	5 1/2 % for 1906	...	\$8 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000 \$100,893 \$250,000	Nil.	2 1/2 % for year ending 30.6.1908	...	\$20 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd	80,000	\$15	\$15	\$1,000,000 \$67,700 \$78,765 \$15,491	\$20,766	Dividend of \$1 1/2 for 30.6.10	2 1/2 %	\$31 sales
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. Do. (Deferred)	60,000 60,000	25 25	25	\$1,000,000 \$138,100	7,537.82	6 1/2 % for 1907 on Preference shares only @ ex 1/8 = \$3.154	...	\$58 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	21	21	\$1,000,000 \$700,000 \$100,000	\$19,994	Final div. of 2 1/2 % per sh. (comp. 14) making in all 4 1/2 % for '09 & an int. div. of 1 1/2 % per sh. on acc. for '10	5 %	\$21/2 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$1,000,000 \$71,850 \$6,684	\$1,159	A dividend of 7 1/2 % for yr. ending 30.4.1910 A bonus of 5 %	5 % 6 %	\$23 \$12 1/2
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$1,000,000 \$54,000 \$12,113	Dr. \$2,090	\$5 for half year ending 30.6.1910	6 %	\$125
Luxon Sugar Refining Company, Limited.....	7,000	\$100	\$100	\$1,000,000	Dr. \$115,933	\$5 for 1907	...	\$22 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.....	1,000,000	21	21	\$1,000,000 \$115,000 \$11,181	\$1,435	Final div. of 1 1/2 % for the year 1910 making 15 % (coupon No. 15)	9 %	Tls. 16 Rs. 10
Headwaters Mining Company	60,000	18	18	\$1,000,000	none	First year	...	
Ramb Australian Gold Mining Company, Limited	150,000	21	18/10	\$1,000,000	none	\$1 per share 1910 dividend	5 %	\$6 sellers
Oriental Consolidated Mining Co., Ltd	500,000	21	21	\$1,000,000	none	Final of Gold \$0.65 for 1909 in all G \$1.15	...	37/6
DOCKS, WHARVES & GODOWNS.								
Penwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$1,000,000 \$15,275	Dr. \$8,160	\$1.75 for year ending 31.12.08	...	\$5 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd...	60,000	\$55	\$50	\$1,000,000 \$13,993 \$10,000	\$20,847	\$2 1/2 for 1909	4 1/2 %	\$53
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$1,000,000 \$10,000	\$1,175	3 1/2 % for half year ended 30.6.1909	...	\$51
Shanghai Dock and Engineering Co., Ltd.....	Tls. 55,700	Tls. 100	Tls. 100	\$1,000,000 \$10,000	Tls. 6,161	Final of Tls. 1 1/2 making Tls. 6 in all for year 1904-1910	8 %	Tls. 6 1/2
Shanghai and Hongkong Wharf Company, Limited...	15,000	Tls. 100	Tls. 100	\$1,000,000	Tls. 0,122	Interim of Tls. 3 for 1910	7 %	Tls. 07 1/2
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	\$1,000,000	Tls. 4,314	Tls. 6 for year ending 30.6.10	5 1/2 %	Tls. 97 sellers
Central Stores, Limited	12,000	21	21	\$1,000,000	\$24,321	8 1/2 % for 1909	8 %	\$121 sellers
Hongkong Hotel Company, Limited	12,000	21	21	\$1,000,000	\$1,177	\$3 on old shares \$1.53 on new shares for half year ending 30.6.10	6 %	\$97 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$1,000,000	\$27,914	Interim of \$3 1/2 for 1910	7 %	\$100
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,000,000	\$1,171	45 cents for 1909	6 %	\$64 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,000,000	\$269	\$2 1/2 for 1909	8 %	\$33 buyers
Shanghai Land Investment Company, Limited	75,000	Tls. 50	Tls. 50	\$1,000,000	Tls. 61,069	Interim of Tls. 5 for 1910	6 1/2 %	Tls. 105
West Point Building Company, Limited	12,500	\$50	\$50	\$1,000,000	\$1,958	Interim of \$1.50 for 1910	8 1/2 %	\$59 sellers
COTTON MILLS.								
Hwo Cotton Spinning and Weaving Company, Ltd...	20,000	Tls. 50	Tls. 50	\$1,000,000	Tls. 10,991	Tls. 11 for year ending 31.10.09	8 1/2 %	Tls. 90
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$50	\$50	\$1,000,000	\$6,551	50 cents for year ending 31.7.08	...	\$44 buyers
International Cotton Manufacturing Company, Ltd.	70,000	Tls. 75	Tls. 75	\$1,000,000	Tls. 8,172	Tls. 7 1/2 for year ending 30.9.09	10 %	Tls. 51
Lian-kang-mow Cotton Spinning & Weaving Co., Ltd.	6,000	Tls. 100	Tls. 100	\$1,000,000	Tls. 1,840	Tls. 6 for 1909	10 %	Tls. 50
Say Ohee Cotton Spinning Company, Limited	1,300	Tls. 60	Tls. 60	\$1,000,000	Tls. 1,172	Tls. 35 for 1909	17 %	Tls. 150
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	13/6	13/6	\$1,000,000	\$148	15 % per share for 1909	...	\$8 sellers
China-Borneo Company, Limited	60,000	21	21	\$1,000,000	Nil.	60 cents for 1909	6 1/2 %	\$10
China Light and Power Company, Limited	50,000	21	21	\$1,000,000	\$50,242	60 cents for year ended 28.2.06	...	90 cents buyers
Do. Do. Special shares	50,000	21	21	\$1,000,000	\$50,242	80 cents for 1909	10 %	\$74 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000,000	\$1,890	\$1.20 for year ending 31.7.09	7 %	\$171 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$7 1/2	\$1,000,000	\$1,890	Interim of 15 cents per share for 1910	10 %	\$37
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000,000	\$1,890	14 per cent. viz. \$1.41 for 1909	12 %	\$12 sellers
H. Price & Company, Limited	12,000	110	110	\$1,000,000	\$1,798	A dividend of \$1.21 per share and 1 1/2 % bonus of 10 cents per sh. for year end. 28.2.09	6 1/2 %	\$10
Hongkong Electric Company, Limited	60,000	\$21	\$21	\$1,000,000	\$7,615	Interim of \$2 per share for 1910	9 %	\$135 sellers
Hongkong Ice Company, Limited	5,000	\$21	\$21	\$1,000,000	\$9,176	Interim of \$1 per share for 1910	5 %	Tls. 1,100
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,000,000	\$1,021	3rd interim dividend of Tls. 15 making in all Tls. 37 1/2 for 1910	5 %	\$13 sellers
Maatschappij of Mijne, Bosch en Landbouwerij in Langkat, Limited	25,000	Gs. 100	Gs. 100	\$1,000,000	Tls. 1,021	80 cents on fully paid shares and 8 cents on 1/2 paid shares for year ending 30.4.10	5 1/2 %	\$14 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	\$1,000,000	\$3,074	None	...	\$8
Peak Tramway Company (new)	50,000	\$10	\$10	\$1,000,000	\$1,840	None	...	\$11
Philippine Company, Limited	75,000	\$10	\$10	\$1,000,000	\$1,840	None	...	\$11
Shanghai-Siam Tobacco Company, Limited	20,000	Tls. 20	Tls. 20	\$1,000,000	Tls. 1,150	No dividend this year	...	Tls. 115
Societe des Papiers et Papeteries du Tonkin.....	15,000	10	10	\$1,000,000	none	First year	...	\$35 sellers
South China Morning Post, Limited	6,000	\$25	\$25	\$1,000,000	Dr. \$1,096	None	8 1/2 %	\$25
Steam Laundry Company, Limited	20,000	\$25	\$25	\$1,000,000	\$1,786	10 % for year ending 31st May 1910	10 %	\$5 sales
Union Waterboat Company, Limited	50,000	\$10	\$10	\$1,000,000	none	60 cents for year ending 31.12.03	5 %	\$161
United Asbestos Orienta Agency, Limited	10,000	\$10	\$10	\$1,000,000	\$1,151	15 % per ordinary sh. for year ended 31.5.10	5 %	\$21 sellers
Watkins Limited	10,000	\$10	\$10	\$1,000,000	\$1,041	15 cents for 1909	5 %	\$21 sellers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$1,000,000	\$2,013	5 % for 1909	...	\$21
William Powell, Limited	15,000	\$7	\$7	\$1,000,000	\$1,813	None	...	\$21

Hotel.

ROLLER SKATING RINK
AT THE
BELLE VIEW HOTEL.SHAUKIWAN ROAD,
Telephone No. 907.

DAILY SESSIONS 10 A.M. to 12 Noon and 2 P.M. to 4 P.M. Admission 25 cents; and 5 P.M. to 8 P.M. and 9 P.M. to 11 P.M. Admission 50 cents.

Season Tickets \$1 each per month.

Ice Drinks, Best Brands of Liquors served at tables on the Lawn or private Verandah.

Meals a la carte at all hours.

Dining Rooms can be reserved by application to the Manager.

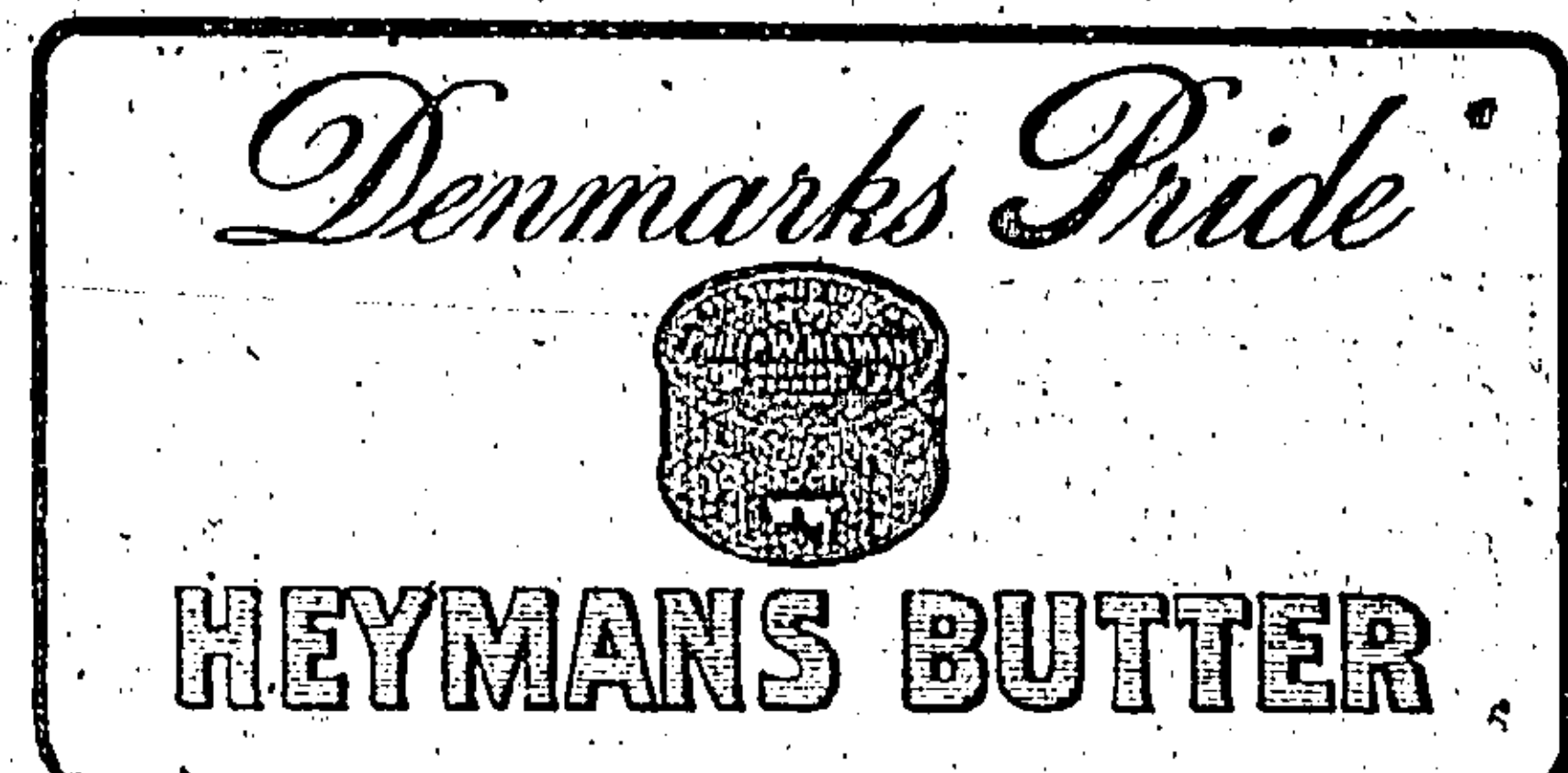
A String Band will play every WEDNESDAY and SUNDAY from 5 p.m. to 11 p.m.

A Special Car leaves the rink at 11.10 p.m. every night and runs up to the Hongkong Hotel.

W. GALLAGHER,
Manager.

Hongkong, 24th November, 1910.

Intimations



SIEMSEN & CO., Sole Agents.

49

PEAK TRAMWAYS COMPANY
LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 2.45 p.m. Every 15 minutes.
2.45 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 noon. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.

Extra cars at 2.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers

Hongkong, 1st April, 1910.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

GABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE

No. 39, DES VOEUX ROAD CENTRAL.

The 1st Shop in Hongkong with the name

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.,
15th May, 1897.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.
Telephone, 214, 215, 216, 217

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old REVOLVERS to be made into Books for the Children of the Poor & School, who are taught by the Sisters.

Hongkong, 24th April, 1910.

JUST RECEIVED AND FOR SALE
THE COMING SEASONS NOVELTIES

FROM
RAPHAEL TUCK & SONS.

LARGE SELECTION OF
XMAS CARDS

Picture Puzzle Postcards,
Painting Books, Birthday Books,
Tuck's Annual, Walking Animals, Mechanical Toys, Marionettes, Rocking Animals, &c.

ALSO FOR SALE
VEGETABLE and FLOWER
SEEDS

GARDEN FERTILISERS,
Books on Gardening, &c.

USED POSTAGE STAMPS

In Single Sets, Packets and Bags.
(All Philatelic Goods.)
VIEW POSTCARDS.

MANILA CIGARS and
CIGARETTES.

&c., &c., &c.
Inspection invited.

GRACA & CO.,

37, DES VOEUX ROAD, HONGKONG.
Hongkong, 18th October, 1910.

Wonderful
New
Designs!Special for
Christmas!JEWELLERY
PRECIOUS
STONES

&c., &c., &c.

MOHIDEEN &
CO.

38, QUEEN'S ROAD
CENTRAL.

Hongkong, 14th November, 1910.

NOTICE.

A LARGE Number of BOOKS, PERIODICALS, MAGAZINES and ILLUSTRATED PAPERS are required for the use of the Troops leaving here next month to the S.S. "Robilla" for home. Any such literature will be gratefully received by the Acting Chaplain (Rev. A. B. Thornhill) either at St. John's Cathedral, or at the Peak Hotel.

Hongkong, 24th September, 1910.